

# M1000

## Heavy Equipment Transporter



***Systems & Electronics Inc.***

## Description

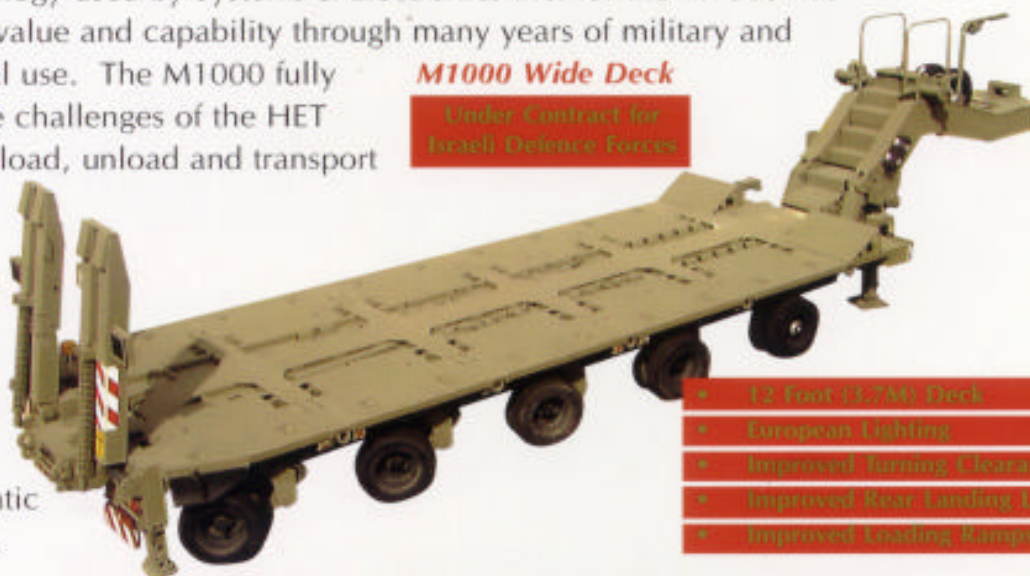
The M1000 Heavy Equipment Transporter (HET) semitrailer carries armored vehicles and other heavy equipment—up to 70 tons and more, including the Abrams Main Battle Tank (M1 series); 80-ton payloads can be accommodated at reduced speeds. Rugged, pendular suspension and automatic, multi-axle steering assure the M1000 the ability to get the load to where it's needed. The M1000 is a vital link in the U.S. logistics chain.



The technology used by Systems & Electronics Inc. for the M1000 has proven its value and capability through many years of military and commercial use. The M1000 fully satisfies the challenges of the HET mission to load, unload and transport the M1 Abrams worldwide on road, off road and cross-country in all climatic conditions.

### **M1000 Wide Deck**

**Under Contract for  
Israeli Defence Forces**



- 12 Foot (3.7M) Deck
- European Lighting
- Improved Turning Clearance
- Improved Rear Landing Legs
- Improved Loading Ramps

**Completely Automatic Steering**

**Requires No Tractor Modification**

**Self-Equalizing Hydraulic Suspension**

**Gooseneck Compensation Prevents Fifth Wheel Overload**

**Built with Non-Developmental (NDI) Components**

**Adjustable Deck Incline Eases Loading/Unloading**



## Specifications

Payloads	Tracked and wheeled vehicles, even disabled, up to 70 tons (63,500 kg), breakbulk cargo and ISO containers. Optimized for transport of Abrams Main Battle Tank (M1 series). Transports up to 80 tons at reduced speeds.		
Tractors	Compatible with current and future U.S. and NATO tractors, including M1070, M911, M746, MK48/16, SLT50-2 as well as most military heavy tractors.		
Mobility	Highways (45 mph; 72 km/h), secondary roads (40 mph; 64 km/h), trails and cross-country (15 mph; 24 km/h).		
Turning	Tight turns with no tire scrub and minimal off-track. Negotiates intersection of 30-foot wide (9.1 m) roads in one uninterrupted pass. Manual steering for low-speed maneuvers in tight-clearance locations.		
Hydraulics	Fingertip control of deck height ( $\pm$ 10 inches), gooseneck angle, and axle jacking. Diesel auxiliary power supply is provided.		
Dimensions & Weight		<u>Standard Deck</u>	<u>Wide Deck</u>
	O/A length:	52.1 ft (15.9 m)	51.4 ft (15.7 m)
	Deck width:	10 ft/3.05 m	12 ft/3.66 m
	Trailer weight:	50,400 lb (22, 860 kg)	52,250 lb (22, 860 kg)
	Deck height adjusts:	$\pm$ 10 in ( $\pm$ 250 mm)	
	Deck length:	33.6 ft (10.2 m)	
	Deck height:	43 in (1.1 m)	
Running Gear	Axles—five axle lines, two half-width axles per line; each axle can oscillate laterally to accommodate crowned roads and rough terrain. Suspension—hydraulic, equalized, independent from side to side. Axle vertical travel $\pm$ 10 in (250 mm), total 20 in (500 mm). Steering—hydraulically actuated mechanical linkage. Axle lines 2,3,4 and 5 automatically steer to proper Ackerman geometry in accordance with tractor-trailer angle. Requires no modification to tractor or additional driver tasks. Brakes—two-line straight air with spring-actuated park/emergency features. Tires—215/75R17.5; 40 tires plus two spares.		
Gooseneck & Kingpin	Pivoting, hydraulically supported gooseneck equalizes 5th wheel load and provides superior flexibility for grades and rough terrain. 5th wheel—nominal height 63 in (1.6 m), variable. Kingpin—3.5 in (89 mm) diameter; U.S./NATO heavy duty standard, removable.		
Winch	Compatible with all military tractor dual winches, and USMC version compatible with single winch.		
Reliability	Suspension allows for limited operation with one disabled axle raised. Redundant steering and suspension provides for fail-safe operation.		
Maintenance	Tire change by one person without removing payload within 30 minutes (axles rotate for access to inside tires). Deck height adjustment provides running gear maintenance access.		
Shipping	Air transportable in C-5 with tractor and C-17 (trailer only). Sea transportable on RORO vessels. Meets PPI (Berne Tunnel) envelope for rail shipment.		
Safety & Reliability	Mean Time Between Failures is 3,000 miles. Complies with U.S. DOT FMCSR and FMVSS; dual-line redundant hydraulics preclude failure due to hose rupture.		

## M1000—Operation Ease



APU has easy electrical start . . . manual start is also provided.

Davit assists spare tire loading/unloading



Wheel chocks, tie-down chains, ISO locks and many tie-down points accommodate a wide variety of payloads.



M1000 carries a full range of on-vehicle support equipment.

Hydraulic controls feature easy access and operability.



## M1000—Mission Capable

In All Environments . . .

Flexible

Maneuverable

Maintainable



**HOT • COLD • WET • SAND • ICE • MUD**



**Systems & Electronics Inc.**

*\*Solutions \*Experience \*Innovation*

*Positioned for the 21<sup>st</sup> Century*

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Specifications subject to change without notice.

DDJBF03992.5M